

SCHEDULE 2

Regulation 4

APPROVAL REQUIREMENTS FOR RELEVANT PASSENGER VEHICLES

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
1	Doors, their latches and hinges	<p>1. All doors, provided on the vehicle for the entry and exit of occupants, shall be so designed as to allow easy and safe use. Doors shall have both intermediate and fully latched positions and their latches shall be designed to prevent the doors from opening accidentally. However, latching in an intermediate position is not required if a safety-bolt with an audible warning device is provided as specified in paragraph 2(b) below.</p> <p>2. Where hinges are used, the hinges shall be fitted at the front edge of the door. However, they may be fitted at the top or rear edge if either—</p> <p>(a) a device is fitted which automatically closes the door at least to the</p>	For the purposes of this item, “longitudinal plane” has the meaning given in regulation 3(2) of the Construction and Use Regulations.	Paragraph 3 shall not apply to doors which do not give direct access to a seat designed for normal use while a vehicle is travelling on a road. This includes any door, for which the longitudinal plane passing through the extreme inboard projecting point of the door is more than 300 mm distant from the longitudinal plane passing through the nearest edge of such a seat.

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			<p>intermediate latched position if it is unlatched when the vehicle is moving in the forward direction; or</p> <p>(b) a safety-bolt is fitted to prevent such unlatching together with an audible warning device which activates if the vehicle is driven without the bolt in place.</p> <p>3. On hinged doors, the latch and striker assembly shall be capable of withstanding any load which is likely to be applied in normal driving (i.e. excluding crash impacts) in both</p>	

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		<p>the intermediate and fully latched positions. However, if a safety-bolt with an audible warning device is provided as specified in paragraph 2(b) above, the requirement need be met only with the bolt in place.</p>		
2	Radio-interference suppression	<p>1. The vehicle shall comply with the design, construction and fitting requirements of paragraph 6.1 of Annex 1 to Directive 72/245/EEC as last amended by Directive 89/491/EEC, or of paragraph 6.1 of ECE Regulation 10.01.</p> <p>2. The suppression equipment components shall comply with the marking requirements of paragraph 4 of Annex 1 to Directive 72/245/EEC as last amended by Directive 89/491/EEC, or of paragraph 4 of ECE Regulation 10.01.</p>		<p>This item shall not apply to vehicles propelled otherwise than by a spark ignition engine.</p> <p>Paragraph 2 shall not apply to suppression equipment fitted to vehicles which meet the requirements of either paragraph 2 or paragraph 3 of Schedule 1 to these Regulations.</p>

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3	Protective Steering	<p>1. No part of the steering control surface directed towards the driver which can be contacted by a sphere of 165 mm in diameter shall present any roughness or sharp edges with a radius of curvature of less than 2.5 mm.</p> <p>2. The steering control shall be designed, constructed and fitted so as not to embody components or accessories, including the horn control and other assemblies, capable of catching in the driver's clothing or jewellery in normal driving movements.</p> <p>3. The steering control and column assembly as fitted to the vehicle or the steering control itself shall offer a degree of protection to the driver in the event of a frontal impact by absorbing energy. This requirement shall be treated as met if either—</p>	For the purposes of this item, "steering control" has the same meaning as in Directive 74/297/EEC .	<p>This item shall not apply to—</p> <p>(a) vehicles, the steering control of which has been specially constructed for the use of a person suffering from some physical defect or disability;</p> <p>(b) vehicles in which the centre of the steering control is in the forward quarter of the total length of the vehicle, including any bumpers and overriders; and</p> <p>(c) motor ambulances or motor caravans (in each case) having a maximum gross weight of not less than 1500 kg.</p> <p>Paragraph 3 shall not apply to transitional provision vehicles</p>

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		<p>(a) the vehicle complies with the requirements of paragraph 5.2 of Annex I of Directive 74/297/EEC; or</p> <p>(b) the steering control complies with the requirements of paragraphs 5.2, 5.4.3, 5.4.4 and 5.4.5 of Directive 74/297/EEC as last amended by Directive 91/662/EEC.</p>		<p>which have been constructed from a kit which—</p> <p>(a) included a chassis, or a body; and</p> <p>(b) was sold by retail before 1st January 1998.</p>
		<p>4. The vehicle shall comply with the requirements of paragraph 5.1 of Annex I of Directive 74/297/EEC.</p>		
4	Exhaust emissions	<p>1. The vehicle shall not emit any avoidable smoke or avoidable visible vapour.</p>	<p>For the purposes of this item— “effective date” means the date of</p>	<p>Paragraphs 2, 3 and 4 shall not apply to— (a) vehicles propelled</p>

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		<p>2. When the engine by which it is propelled is running without load at a normal idling speed, the carbon monoxide content of the exhaust emissions from the engine shall not exceed—</p>	<p>manufacture of the vehicle, except that in the case of a vehicle which for the time being meets the requirements of paragraph 3 of Schedule 1 to these Regulations, it shall mean the 1st January immediately preceding the date of manufacture of the engine by which it is propelled, if that date is earlier; “a normal idling speed” means in the case of a vehicle of a description mentioned in the Annex to the emissions publication, a rotational speed between the minimum and maximum</p>	<p>otherwise than by a spark ignition engine;</p> <p>(b) vehicles having an effective date before 1st August 1975; and</p> <p>(c) vehicles having an effective date before 1st August 1987 and propelled by a rotary piston engine.</p> <p>Paragraphs 3 and 4(b) shall not apply to vehicles fuelled by natural gas.</p> <p>Paragraph 4(c) shall not apply to vehicles or fuelled by liquid petroleum gas or natural gas.</p> <p>Paragraphs 2(a) and (b) and 3 shall not apply to vehicles propelled by a 2-stroke engine.</p> <p>Paragraphs 2(c) and (d) and 4 shall not apply to transitional provision vehicles which have been</p>
		<p>(a) if the vehicle has an effective date before 1st August 1986, 4.5%;</p>		
		<p>(b) if the vehicle has an effective date on or after 1st August 1986 and is not a vehicle to which sub-paragraph (c) or (d) below applies, 3.5%;</p>		
		<p>(c) if the vehicle is of a description mentioned</p>		

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		in the Annex to the emissions publication and is either—	limits shown against that description of vehicle in columns 2(b) and 2(c) respectively of that Annex; “the emissions publication” is the publication entitled “In-service Exhaust Emissions Standards for Road Vehicles” (ISBN O-9526457-O-X) published by the Department of Transport; “passenger car” means a motor vehicle which—	constructed from a kit which— (a) included a chassis or a body; and (b) was sold by retail before 1st January 1998.
		(i) a passenger car having an effective date on or after 1st August 1992; or (ii) any other vehicle having four or more wheels and an effective date on or after 1st August 1994,		
		the relevant percentage; or		
		(d) if the vehicle is not of a description		(a) is constructed or adapted for use for the carriage of passengers and is not a goods vehicle;

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		<p>mentioned in the Annex to the emissions publication and is a passenger car having an effective date on or after 1st August 1994, 0.5%;</p>	<p>(b) has no more than five seats in addition to the driver’s seat. (c) has a weight not exceeding 2,500 kg maximum gross; and (d) has four or more wheels;</p>	
		<p>of the total exhaust emissions from the engine by volume.</p>	<p>“the relevant percentage” means in the case percentage shown against that description of vehicle in column 2(a) of that Annex; “rotary piston engine”</p>	
		<p>3. If the engine by which the vehicle is propelled is run without load at a rotational speed of 2000 revolutions per minute, the hydrocarbon content of the exhaust emission from the engine shall not exceed 0.12% if the vehicle either—</p>	<p>means an engine in which the torque is provided by means of one or more rotary pistons and not by any</p>	
		<p>(a) has not more than three wheels; or of a vehicle of a description</p>		

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		<p>mentioned in (b) is a vehicle to which paragraph 2(a) or (b) the Annex to the emissions publication, the applies;</p>	<p>reciprocating piston; and any rotary piston engine shall be deemed to be a four-stroke engine; “a fast idling speed” means— (a) in the case of a vehicle of a description mentioned in the Annex to the emissions publication, a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 3(e) and (f) respectively of that Annex; or</p>	
		<p>4. If the vehicle is one to which paragraph 2(c) or (d) applies and the engine by which it is propelled is run without load at a fast idling speed—</p>		
		<p>(a) the carbon monoxide content of the exhaust emissions from the engine shall not exceed 0.3% of the total exhaust emissions from the engine by volume;</p>		

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		(b) the hydrocarbon content of the exhaust emissions from the engine shall not exceed 0.02% of the total exhaust emissions from the engine by volume; and	(b) in any other case, a rotational speed of between 2500 and 3000 revolutions per minute; “the lambda value” means the ratio by mass, of air to petrol vapour in the mixture entering the combustion chambers divided by 14.7; and “the relevant limits” mean—	
		(c) the lambda value shall be between the relevant limits.	(a) in the case of a vehicle of a description mentioned in the Annex to the emissions publication , the minimum and maximum limits shown against	

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				that description of vehicle in columns 3(c) and 3(d) respectively of that Annex; or (b) in any other case, 0.97 and 1.03.
5	Smoke emissions	If the vehicle has an effective date on or after 1 August 1979, when the engine by which it is propelled is subject to the free-acceleration test, the coefficient of absorption of the exhaust emissions from the engine immediately after leaving the exhaust shall not exceed— (a) if the engine of the vehicle is turbo-charged, 3.0 per metre, or (b) in any other case, 2.5 per metre.	For the purposes of this item— “effective date” has the same meaning as in item 4; “free acceleration” has the same meaning as in Annex II to Directive 77/143/EEC as last amended by Directive 92/55/EEC ; and “co-efficient of absorption” shall be construed in accordance with paragraph 3.5 of	This item shall not apply to vehicles propelled otherwise than by a compression ignition engine.

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			Annex VII to Directive 72/306.	
6	Lamps, reflectors and devices	<p>The construction and equipment of the vehicle shall be such that its use on a road would not constitute a contravention or a failure to comply with—</p> <p>(a) regulations 11a, 12, 13, 14, 15, 16, 17 or 19 of the 1989 Regulations; or</p> <p>(b) regulation 18 of those Regulations except in so far as it requires a vehicle to be fitted with a dim-dip device or running lamp; or</p> <p>(c) regulation 18 or 20 of those Regulations except in so far that either regulation prevents any direction indicator fitted to a vehicle from bearing any</p>	<p>For the purposes of this item, the 1989 Regulations shall have effect as if for every reference to the date on which a vehicle is first used there were substituted</p> <p>11a reference to the date of manufacture of the vehicle.</p> <p>For the purposes of this item—</p> <p>“coefficient of luminous intensity” has the same meaning as in ECE Regulation 3.01;</p> <p>“standard mark” means a mark which when applied to a lamp, reflector or device indicates compliance with the requirements of a particular instrument; and a reference to the</p>	<p>This item so far as it requires any lamp (not being a filament lamp), reflector or device to bear a particular standard mark (or one of two or more standard marks) shall not apply if it is fitted to a vehicle which either meets the requirements of paragraph 2 of Schedule 1 to these Regulations or is a transitional provision vehicle which has been constructed from a kit which—</p> <p>(i) included a body; and</p> <p>(ii) was sold by retail before 1 January 1998 and—</p> <p>(a) in the case of a lamp or device, it meets the requirements as to intensity; and</p> <p>(b) in the case of a</p>

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		mark which would be permitted if the vehicle were one described by paragraph 5(b) of Schedule 7; Part I (e.g. a solo motor bicycle).	instrument to which a standard mark relates shall be construed accordingly.	reflector, it meets the requirements as to coefficient of luminous intensity , of the instrument to which the standard mark (or as the case may be one of those standard marks) relates. This item so far as it requires compliance with regulation 14 of the 1989 Regulations (filament lamps) shall not apply to a lamp if, by virtue of the above paragraph, it could comply with this item without bearing any standard mark . This item so far as it requires the headlamp (including a filament lamp fitted to a headlamp) fitted to a vehicle to bear a particular standard mark

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				<p>(or one of two or more standard marks) shall not apply to headlamps that—</p> <p>(a) are fitted to a vehicle which either meets the requirements of paragraph 2 of Schedule 1 to these Regulations or in a transitional provision vehicle which has been constructed from a kit which—</p> <p>(i) included a body; and</p> <p>(ii) was sold by retail before 1 January 1998; and</p> <p>(b) emit sufficient light to illuminate the road in front of the vehicle on both main and dipped beam.</p>

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7	Rear-view mirrors	<p>1. The vehicle shall be fitted with at least one offside exterior mirror which meets—</p> <p>(a) if the vehicle is right hand drive or has a central driving position, the adjustment, dimension, rear view, and vibration requirements; or</p> <p>(b) if the vehicle is left hand drive, the dimension, rear view, and vibration requirements.</p> <p>2. It shall also be fitted with at least one interior mirror which meets the adjustment, dimension, rear view and vibration requirements unless no interior mirror could</p>	<p>For the purposes of this item—</p> <p>“extreme outer edge” has the meaning given by regulation 3(2) of the Road Vehicles Lighting Regulations 1989;</p> <p>“longitudinal plane” has the meaning given in regulation 3(2) of the Construction and Use Regulations;</p> <p>“transverse plane” means a vertical plane normal to a longitudinal plane;</p> <p>“transverse eye plane” means the vertical plane passing through the line shown as such in the Appendix to this Schedule.</p> <p>“longitudinal plane a”, “longitudinal plane b” and “longitudinal</p>	<p>The provision in column 4 of this item interpreting the dimension requirements shall have effect in relation to an exterior mirror fitted to a motor ambulance or motor caravan, as if—</p> <p>(a) for “70 mm” in the first place where it occurs, there were substituted 200 mm; and</p> <p>(b) for “70 mm” in the second place it occurs, there were substituted “109 mm”</p> <p>The requirements of paragraph 2 shall not apply to motor ambulances or motor caravans (in each case) having a maximum gross weight exceeding 3500 kg.</p> <p>An exterior mirror fitted to a motor ambulance or motor caravan shall be treated as complying with</p>

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		provide any view to the rear.	plane c” mean the vertical planes “a”, “b” and “c” in the Appendix to this Schedule; “floor marking A”, “floor marking B” and “floor marking C” mean the lines shown as such in the Appendix to this Schedule. “pole A”, “pole B” and “pole C” mean the vertical lines projecting upwards from the horizontal surface (floor) at the positions shown in the Appendix to this Schedule, to the height of— (a) in the case of pole A , the highest point	the requirements (including marking requirements) of Annex II to Directive 71/127/EEC as last amended by Directive 88/321/EEC or of Part I of ECE Regulation 46.01 of the instruments there mentioned for a Class II mirror Paragraph 4(b) (iii) shall not apply— (a) to any mirror, no part of which is less than 2000 mm above the ground, or (b) to any mirror which does not protrude beyond an extreme outer edge of the vehicle, or (c) before 1 January 2000, to any mirror fitted to a vehicle which meets the requirements of paragraph 2 of Schedule 1
		<p>3. If no interior mirror is fitted or if no interior mirror meets the rear view requirements, a nearside exterior mirror shall be fitted which meets—</p> <p>(a) if the vehicle is right hand drive or has a central driving position, the dimension, rear view, and vibration requirements;</p> <p>or</p> <p>(b) if the vehicle is left hand drive, the adjustment, dimension, rear view, and vibration requirements.</p>		
		4. Each rear view mirror fitted to the vehicle shall either—		

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		(a) comply with the requirements (including marking requirements) of Annex II to Directive 71/127/EEC as last amended by Directive 88/321/BEG or of Part I of ECE Regulation 46.01 for a Class I mirror in the case of an interior mirror or a Class III mirror in the case of an exterior mirror;	(b) of the reflecting surface of the offside exterior mirror; in the case of pole B , the highest point of the reflecting surface of the interior mirror; and (c) in the case of pole C , the highest point of the reflecting surface of the nearside exterior mirror.	to these Regulations.
		or	“The adjustment requirements”	
		(b) comply with the following requirements:	In order to meet the adjustment requirements, an interior mirror shall be capable of being adjusted by the driver when in his driving position. reflective	
		(i) the edge of the reflective		

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			<p>surface in order to meet shall the adjustment be requirements, an exterior mirror with must—</p> <p>a (a) be capable protective of being housing; adjusted by (ii) all parts of the external surface of the mirror which are contactable in the case of an interior mirror, by a sphere of 165 mm diameter and in the case of an exterior mirror, by a sphere of 100 mm diameter,</p>	

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			<p>shall from the have outside of a the vehicle. radius of “The dimension requirements” of curvature of not In order for less an exterior than mirror to meet 2.5 the dimension mm requirements, the with dimensions of the the reflecting surface exception must be such that of an orthogonal fixing projection onto a holes vertical surface or accommodates a recesses vertical line with less a length of 70 mm than and a rectangle 12 with vertical sides mm of 40 mm and wide horizontal sides if of 70 mm. these are In order for blunted an interior (iii) exterior to meet mirror the dimension shall requirements, the be dimensions of the capable reflecting surface of must be such that rotating orthogonal inward projection onto a towards vertical surface the accommodates vehicle rectangle with when vertical sides a of 40 mm and for horizontal sides of of 80 mm. 10 kg “The rear view is requirements” (see applied</p>	

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			<p>horizontally (as defined in the appendix to this Schedule)</p> <p>the extreme outer edge of the rear view mirror in requirements, it must be such that the longitudinal plane of the vehicle is positioned such that its longitudinal axis is parallel to the longitudinal planes a, b and c, with the driver seated in his normal upright driving position such that his eyes lie in the transverse eye plane and with the mirror correctly adjusted, he shall be able to see in that mirror—</p> <p>surface in the case of an offside exterior mirror the offside is extreme outer edge of the vehicle positioned so that it is tangential to the longitudinal plane a, the whole of floor marking A and pole A; and</p>	

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			<p>(b) in the case of an interior mirror, with the central longitudinal axis of the vehicle positioned so that it lies on the longitudinal plane b, the whole of floor marking B and pole B; or</p> <p>(c) in the case of a nearside exterior mirror, with the offside extreme outer edge of the vehicle positioned so that it is tangential to the longitudinal plane c, the whole of floor marking C and pole C.</p>	

“The vibration requirements”

In order to comply with the vibration requirement, a mirror shall be fixed to the

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			<p>vehicle in such a way that under normal driving conditions, it neither moves so as to change the field of vision, nor vibrates to an extent which would cause the driver to misinterpret the nature of the image received.</p>	
8	Anti-theft devices	<p>1. The vehicle shall be fitted with some form of anti-theft device, that is to say, a mechanical, electrical or electronic immobiliser or a combination of these, (in addition to any key operated switch normally used to start the engine) that prevents the vehicle being driven or moved under its own power.</p> <p>2. No anti-theft device shall operate on the braking system.</p> <p>3. If any anti-theft device is, or incorporates, any mechanical device that acts upon a system that affects the control of the vehicle (e.g. the</p>		<p>This item shall not apply to vehicles specially constructed (and not merely adapted) for the use of a person suffering from some physical defect or disability.</p>

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		steering control) —		
		(a) it shall not be possible to start the engine in the normal way until every such mechanical device has been deactivated,		
		(b) it shall not be possible to activate any such mechanical device while the engine is running, and		
		(c) the action of activating any such mechanical device shall be distinct and separate from that of		

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		stopping the engine.		
9	Seat belts	<p>1. Every adult belt fitted to the vehicle, not being a harness belt or a passive belt, shall comply with the requirements of paragraph (7) of regulation 47 of Construction and Use Regulations to the extent (if any) that it would apply were the said paragraph (7) to apply to all motor vehicles.</p> <p>2. If the vehicle is fitted with one or more passive belts, every such belt shall—</p> <p>(a) bear a mark as described in regulation 47(4)(c)(i) of the Construction and Use Regulations; or</p> <p>(b) meet the requirements referred to in regulation 47(4)(c)(iii) of those Regulations.</p>	<p>For the purposes of this item—</p> <p>“disabled person’s belt”, “lap belt” and “seat belt” have the same meanings as in regulation 47 of the Road Vehicles (Construction and Use) Regulations; “adult belt” means a seat belt for an adult not being a disabled person’s belt; “harness belt” means an adult belt which is a harness belt comprising a lap belt and shoulder straps; “passive belt” means an adult belt comprised in a passive belt system.</p>	<p>This item shall not apply to an adult belt fitted to a vehicle if the belt provides a level of safety equivalent to that provided by an adult belt which complies with the requirements of this item as they would otherwise apply to the belt but disregarding paragraph 2(b) and 3(b).</p>

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		<p>3. If the vehicle is fitted with one or more harness belts, every such belt shall—</p> <p>(a) bear a mark as described in regulation 47(4) (c)(ii) of the Construction and Use Regulations; or</p> <p>(b) meet the requirements referred to in regulation 47(4) (c)(iv) of those Regulations.</p>		
10	Seat belt anchorages	<p>1. The vehicle shall comply with the requirements of paragraph 4.3 of Annex I to Directive 76/115/EEC.</p> <p>2. Without prejudice to paragraph 1, the vehicle shall be fitted with an anchorage in every position required to hold securely every adult belt or any part of an adult belt fitted to the vehicle.</p>	<p>For the Purposes of this item—</p> <p>“disabled person’s belt”,</p> <p>“forward-facing seat” and “seat belt” have the same meanings as in regulation 47 of the Road Vehicles (Construction and Use) Regulations; “adult belt”, “harness belt” and</p>	<p>Paragraph 3 shall not apply to anchorages which are so located that, when used with an adult belt of a type for which they are intended to be used, they provide a level of safety equivalent to that provided by anchorages that meet the requirements of that paragraph when used with an adult belt of a type for which they are intended.</p>

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		<p>3. Every anchorage intended for an adult belt shall comply with the requirements of paragraphs 4.2, 4.4 and 4.5 of Annex I to Directive 76/115/EEC.</p> <p>4. The vehicle shall comply with the requirements of paragraph 5 of Annex I to Directive 76/115/EEC.</p>	<p>“passive belt” have the same meanings as in item 9.</p> <p>For the purposes of this item, Annex I to Directive 76/115/EEC shall have effect as if for paragraph 4.4.1 there were substituted—</p> <p>“4.4.1 Every belt anchorage shall comply with the following requirements.”</p>	
11	Installation of seat belts	<p>1. The vehicle shall be fitted with, a harness belt, a passive belt or a three point belt for the driver’s seat and the specified passenger seat (if any).</p> <p>2. If the vehicle has an effective date on or after 1st April 1987, in addition to the seat belts required by paragraph 1 above, it shall be fitted with an appropriate belt for every other forward-facing seat in the front alongside the driver’s seat, not</p>	<p>For the purposes of this item—</p> <p>“child restraint”,</p> <p>“disabled person’s belt”,</p> <p>“forward-facing seat”,</p> <p>“lap belt”,</p> <p>“seat belt”,</p> <p>“specified passenger’s seat”, and</p> <p>“three-point belt” have the same meanings as in regulation 47 of the Road Vehicles (Construction and Use) Regulations; “adult belt”,</p> <p>“harness</p>	<p>The requirements of paragraphs 1, 2 and 3 shall not apply in relation to a seat fitted to a vehicle which has been specially designed and constructed, or specially adapted for the use of a person suffering from some physical defect or disability if the vehicle is fitted with a disabled person’s belt for that seat.</p> <p>Paragraph 2 shall have effect in relation to motor ambulances and motor caravans as if for “1st April 1987” there were</p>

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		<p>being a specified passenger’s seat.</p> <p>3. If the vehicle has an effective date on or after 1st April 1987, in addition to the seat belts required by paragraph 1 and 2 above, it shall be fitted with a harness belt, a lap belt, a passive belt or threepoint belt for every other forward-facing seat.</p> <p>4. Every adult belt and every disabled person’s belt fitted to the vehicle shall be properly secured to anchorages provided for it and installed so that it can be used properly to restrain an occupant (e.g. in the case of a lap belt by passing over the pelvic region and in the case of a harness belt, a passive belt or a three-point belt by also restraining the upper torso and not being liable to slip off the shoulder). Also, there shall be no sharp edges liable to cause abrasion or</p>	<p>belt” and “passive belt” have the same meanings as in item 9. “effective date” means—</p> <p>(a) in the case of a vehicle which meets the requirements of paragraph 3 of Schedule 1 to these Regulations—</p> <p>(i) if the vehicle does not have a separate chassis, the date of manufacture of the integral chassis-body, or</p> <p>(ii) if the vehicle has a separate</p>	<p>substituted “1st October 1988”.</p> <p>Paragraph 3 shall have effect in relation to motor ambulances and motor caravans as if—</p> <p>(a) for “1st April 1987” there were substituted “1st April 1997”; and</p> <p>(b) there were added at the end of the words “intended for use while the vehicle is travelling on a road”.</p>

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		<p>damage to the belts in normal use. In the case of every lap belt, passive belt and three point belt, provision shall be made for their safe and convenient storage.</p>	<p>(b) in the case of any other vehicle, the date of manufacture of the vehicle; “appropriate belt”, in relation to a seat in a vehicle, means— (a) in a case where the windscreen is located as mentioned in paragraph 3.1.7 of Annex 1 to Directive 77/541/</p>	<p>chassis, the date of manufacture of the body or the chassis, whichever is the earlier; or</p>

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1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
12	Brakes	<p>1. The vehicle shall comply with the requirements of paragraphs 2.1 and 2.2 of Annex 1 of Directive 71/320/EEC as last amended by Directive 85/647/EEC; but in the application of that Annex (as so amended) to this paragraph—</p> <p>(a) the second sentence of</p>	<p>For the purpose of this item—</p> <p>“braking device”,</p> <p>“control”,</p> <p>“transmission”,</p> <p>“service braking”,</p> <p>“secondary braking”</p> <p>and</p> <p>“parking braking”,</p> <p>have the same meanings as in 71/320/EEC as last</p> <p>(b) in any other case, a harness belt, a passive belt or a three-point belt.</p>	<p>Paragraphs 1 to 4 shall not apply to vehicles having not more than three wheels, if they comply with the requirements for motor-tricycles in the following provisions of Directive 93/14/EEC—</p> <p>(a) paragraph 2.1 of the Annex;</p> <p>(b) paragraphs 2.2.4 to</p>

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		paragraph 2.2.1.2.4 shall not have effect; and (b) paragraph 2.2.1.4.2 shall not have effect in relation to a vehicle which is fitted with a braking device having a split-circuit transmission which enables braking of not less than one wheel on each side of the vehicle, in the event of failure in a part of the transmission of the service braking ; (c) paragraph 2.2.1.5.1	amended by Directive 85/647/EEC; “anti-lock device”— (a) except in relation to a vehicle having and not more than three wheels, has the same meaning as in 71/320/EEC as last amended by Directive 88/194/EEC; and (b) in relation to a vehicle having not more than three wheels, has the same meaning as in Appendix 2 to	2.2.8 of the Annex; and (c) in the case of vehicles equipped with anti-lock devices , Appendix 2 to the Annex; In relation to vehicles having not more than three wheels, paragraph 5 shall have effect as if— (a) for “60%” and “30%” there were substituted “50%” and “25%” respectively, and (b) for “50 kg” there were substituted “40 kg”, if a manual control is used to apply the secondary braking .

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		<p>shall have effect as if for the last sentence there were substituted the words “This condition must be met by automatic means.”</p> <p>2. If the vehicle is equipped with an anti-lock device it shall comply with paragraph 2.2.1.23 of 71/320/EEC as last amended by Directive 88/194/EEC.</p> <p>3. The vehicle shall comply with the requirements of paragraphs 2.2.1.11.1 and 2.2.1.11.2 of Directive 71/320/EEC as last amended by 91/422/EEC.</p> <p>4. The secondary braking and service braking shall have the same control.</p> <p>5. The brake efficiency shall be not less than—</p>	<p>the Annex of Directive 93/14/EEC;</p> <p>“brake efficiency” means maximum total brake force expressed as a percentage of the maximum gross weight;</p> <p>“maximum total brake force” means the total braking force when the brakes are fully applied;</p> <p>“total braking force” means the total of the braking forces transmitted by the tyres to the road surface when the brakes are applied;</p> <p>“servo-assistance” means an energy supply which supplements</p>	

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		<p>(a) 60% for the service braking;</p> <p>(b) 30% for the secondary braking in the case when the servo-assistance provided for the service braking (if any) fails and a force of 50 kg is applied to the control; and</p> <p>(c) 18% for the parking braking.</p>	<p>the muscular energy of the driver; “lateral brake distribution”, in relation to an axle, means the ratio (expressed as a percentage) of the lower to the higher of the braking forces transmitted by the tyres to the road surface for two wheels, on opposite sides of the vehicle on the same axle; “longitudinal brake distribution” means the ratio of the braking forces transmitted by the tyres to the road surface through the front and rear wheels respectively when the vehicle is in running order and being</p>	
		<p>6. The lateral brake distribution for the service braking shall—</p>		
		<p>(a) in relation to each axle; and</p> <p>(b) for all values of total braking force and</p>		

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		<p>vehicle speed, be not less than 70%.</p>	<p>braked on a level surface; “in running order”</p>	
		<p>7. The longitudinal brake distribution for the service braking shall, for all values of total braking force, vehicle speed and adjustment settings (if any), be greater than the ratio of the vertical forces transmitted to the road through the front and rear wheels respectively when the vehicle is in running order and being braked on a level surface.</p>	<p>means—</p> <p>(a) with all fluids (such as oils and engine coolant) necessary for the vehicle to be driven, the fuel tanks full, a spare wheel and a tool-kit;</p>	
		<p>8. The capacity of the braking device to absorb and dissipate energy shall be sufficient to ensure that all the required aspects of braking performance can be maintained under all normal operating conditions of the vehicle, including long hill descents, taking account of the vehicle’s speed capability, weight and weight distribution.</p>	<p>(b) carrying a driver weighing 68 kg; but</p> <p>(c) not otherwise carrying any load or passengers.</p>	

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13	Noise and Silencers	<p>1. The vehicle shall be fitted with an exhaust system including a silencer such that the exhaust gases shall not escape into the atmosphere without first passing through the silencer.</p> <p>2. When—</p> <p>(a) the vehicle is held stationary on a level surface such that there is an unobstructed area not less than 3 metres wide all around the vehicle; and</p> <p>(b) the engine by which the vehicle is propelled run at a constant rotational speed of 3500</p>	For the purposes of this item, “S” means the rotational speed at which maximum power is produced.	Paragraph 1 shall not apply to vehicles propelled otherwise than by an internal combustion engine.

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14	Glass in windscreens and other windows outside	<p>revolutions per minute or 3/4 S if S is less than 4500 revolutions per minute,</p> <p>the noise measured at 0.5 metres from the exhaust outlet at 45 degrees to the axis of the outlet pipe in a horizontal plane, shall not exceed 101db(A).</p> <p>The windows of the vehicle shall be fitted with glazing which complies with the requirements of regulations 31 and 32 of the Construction and Use Regulations to the extent (if any) that they apply to the vehicle. However, side screens may be constructed of safety glazing.</p>	<p>For the purposes of this item, the Construction and Use Regulations shall have effect as if every reference to the date on which a vehicle is first used were a reference to its effective date.</p> <p>For the purposes of this item— “effective date” means— (a) for the purposes of regulations 31 and 32 of the Construction and Use Regulations</p>	<p>The requirements of Regulation 32(2), (7) and (10) of the Construction and Use Regulations shall not apply to the glazing fitted to any window of a vehicle which meets the requirements of paragraph 2 or 3 of Schedule 1 to these Regulations if that glazing provides a level of safety equivalent to glazing which complies with the requirements set out in column 3 of this item.</p>

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			<p>Use Regulations, the date of manufacture of the vehicle or 31st March 1985, whichever is the earlier;</p> <p>(b) for all other purposes, the date of manufacture;</p> <p>“side-screen” means an item of glazing wholly or partly on either side of the driver’s seat that does not slide or move relative to the vehicle or any of its parts (including glazing) in a manner likely to cause abrasion to any glazing surface; and “safety glazing” has the same meaning as in</p>	

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15	Seats and their anchorages	<p>1. Every seat and seat back adjustment and displacement system provided shall incorporate a locking system which operates automatically in all positions provided for normal use and all seats, including those which can be tipped forward or have fold-down backs, shall lock automatically in their normal upright position.</p> <p>2. The unlocking controls for displacement systems which facilitate access by passengers shall be placed on the outside of the seat close to the door. They shall be easily accessible, even to the occupant of the seat immediately behind the seat concerned if such a seat is designated as suitable for an adult.</p>	<p>regulation 32 of the Construction and Use Regulations.</p>	<p>This item does not apply to seats not intended for normal use while the vehicle is travelling on a road (including seats exempt from Directive 74/408/EEC as last amended by Directive 81/577/EEC).</p> <p>Paragraph 2 shall not apply to a transitional provision vehicle constructed from a kit which-systems</p> <p>(a) included a chassis or a body; and</p> <p>(b) was sold by retail before 1 January 1998.</p>

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16	Tyres	<p>3. Seats shall be constructed and firmly attached to the vehicle such that they and their anchorages comply with the design, construction and fitting requirements of paragraph 6.2 to Annex I of Directive 74/408/EEC.</p> <p>1. Every tyre (not being a retreaded tyre) fitted to the vehicle shall bear an approval mark in accordance with the requirements of Directive 92/23/EEC or ECE Regulation 30.</p> <p>2. Every retreaded tyre fitted to the vehicle shall bear a mark in accordance with paragraph 6 of BS AU 144e-1988 or a corresponding standard and the indication given by the mark must not be false in a material particular.</p> <p>3. Each tyre fitted to the vehicle shall bear</p>	<p>For the purposes of this item—</p> <p>“BS AU 144e-1988” has the same meaning as in the Motor Vehicles Tyres (Safety) Regulations 1994(1);</p> <p>“corresponding standard” shall be construed in accordance with regulation 13 of the Motor Vehicles Tyres (Safety) Regulations 1994 as it applies to BS 144e-1988; and</p>	<p>Paragraph 1 shall not apply to a tyre fitted to a relevant vehicle, if the tyre provides a level of safety equivalent to a tyre that meets the requirements of that paragraph.</p> <p>Paragraph 2 shall not apply to a tyre fitted to a relevant vehicle, if the tyre provides a level of safety equivalent to that provided by a tyre that complies with the requirements of that paragraph so far as it relates to BS AU 144e-1988.</p> <p>Paragraph 3 shall not apply to—</p>

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		<p>marks that were moulded on to or into the tyre at the time that it was manufactured which provide the following service</p> <ul style="list-style-type: none"> (a) nominal size; (b) construction type (e.g. radial ply); (c) load capacity; and (d) speed capability. <p>information—</p>	<p>“relevant vehicle” means a vehicle that meets the requirements of paragraph 2 of Schedule 1 to these Regulations.</p>	<ul style="list-style-type: none"> (a) a tyre fitted to a relevant vehicle; or (b) a tyre fitted to a vehicle having a maximum design speed greater than 240 km/h, if the tyre is specially designed for vehicles of the type in question.
		<p>4. Each tyre fitted to the vehicle shall be of a nominal size appropriate to the wheel to which it is fitted.</p>		
		<p>5. Tyres on the same axle shall be of the same nominal size and of the same construction type. If radial tyres are fitted to the front axle, they shall also be fitted to the rear and if bias-belted tyres are fitted to the front axle, radial or bias-belted tyres shall be fitted to the rear.</p>		
		<p>6. Each wheel on each axle shall</p>		

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		<p>be equipped with a tyre which has a load capacity such that, when the axle is loaded to its maximum permitted axle weight, the weight transmitted to the road surface by that tyre does not exceed that load capacity.</p> <p>7. The speed capability of all tyres fitted shall be not less than the maximum design speed of the vehicle.</p>		
17	Interior fittings	<p>1. No surface (other than a surface of a window) of the vehicle interior, which can be contacted by a sphere of 165 mm diameter and which is within the specified zone, shall include any fittings (e.g. controls and instruments) or design features which have any dangerous roughness or sharp edges. instrument panel which project by more than 95mm from the surface of the panel, can be</p>	<p>For the purposes of this item— “specified zone” means the zone which— (a) is forward of the transverse plane of the torso reference line of the manikin as defined in paragraph 2.5 and appendix 1 of Annex 3 to</p>	<p>This item shall not apply to a transitional vehicle constructed from a kit which— (a) included a chassis or a body; and (b) was sold by retail before 1st January 1998.</p> <p>This item shall not apply to any area inside a motor caravan or a motor ambulance which is not inside the head impact zone for any designated seating position.</p> <p>Paragraph 5 shall not apply to—</p>

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		<p>2. Switches and other controls mounted on the contacted by a sphere of 165 mm diameter and which are within the specified zone, shall be so constructed and mounted that they would either retract into the surface of the panel or become detached from the panel when a horizontal force of 40 kg is applied to them.</p>	<p>Directive (a) 77/649/EEC as last amended by Directive 90/630/EEC with the manikin position (b) in the rearmost designated seating position;</p>	<p>any floor-mounted hand-brake control if in the fully released position, no part of the control is in the specified zone; or any hand-brake control mounted on or under the instrument panel, if in the fully released position, there is no possibility of the occupants of the vehicle contacting it in the event of a frontal impact.</p>
		<p>3. The lower edge of the instrument panel shall be rounded to a radius of curvature of not less than 19mm, or if it is covered with non-rigid material, not less than 5mm.</p>	(b)	
		<p>4. The rearward and upward-facing parts of seat frames behind which there is a designated seating position, shall be both covered with non-rigid material and have a radius of curvature of not less than 5 mm.</p>	(c)	<p>Paragraph 7 shall not apply to parts covered with a non-rigid material and the hood-frames of convertible vehicles. For opening roofs, the requirements shall apply to parts, including devices for opening, closing and adjusting the roof, with the</p>
		<p>5. The handbrake control in the fully</p>		

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		<p>released position and the gear-lever control in any forward gear position shall not have any radius of curvature of less than 3.2 mm on surfaces which can be contacted by a sphere of 165 mm diameter.</p>	<p>of Annex I to Directive 74/60/EEC as last amended by Directive 78/632/EEC;</p>	<p>roof in the closed position.</p>
		<p>6. Shelves and other similar items shall be so constructed that their supports have no protruding edges and that all parts facing into the vehicle present a surface not less than 25 mm high with edges rounded to a radius of curvature of not less than 3.2 mm. This surface shall also be covered with non-rigid material.</p>	<p>“head impact zone” has the same meaning as in Directive 74/60/EEC; “sharp edge” means an edge of rigid material having a radius of curvature of less than 2.5 mm, except in the case of projections of less than 3.2 mm from the panel. In this case, the minimum radius of curvature shall not apply provided that the height of the projection is not more</p>	
		<p>7. On that part of the inner surface of the roof which is situated above or forward of the occupants and can be contacted by a sphere of 165 mm diameter, the width of projecting parts made of rigid material, shall not be less than</p>		

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		<p>the length of their projection from the surface and their edges shall have a radius of curvature of not less than 5 mm. Roof sticks or ribs made of rigid material with the exception of the header rail of the glazed surfaces and door frames, shall not project downwards by more than 19 mm.</p>	<p>than half its width and its edges are blunted; “rigid material” means a material which has a hardness of no less than 50 shore A; “non-rigid material” means a material which has a hardness of less than 50 shore A; “designated seating position” means a position where there is a seat designed for normal use while the vehicle is travelling on the road.</p>	
18	External projections	<p>1. The vehicle shall not be fitted with any mascot, emblem or other ornamental object unless it complies with the requirements of regulation 53 of the Construction and Use Regulations.</p> <p>2. There shall be no other feature on the external</p>	<p>For the purposes of this item— “external surface” of the vehicle means the outward facing surface at any height from the floor line up to a height of 2 metres</p>	<p>Paragraphs 2 to 10 shall not apply to transitional provision vehicles constructed from a kit which—</p> <p>(a) included a chassis or a body, and</p> <p>(b) was sold by retail before 1st January 1988.</p>

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		<p>surface of the vehicle likely to increase the risk or seriousness of injury to any person who could come into contact with the vehicle. Without prejudice to the generality of the foregoing, the radius of curvature of all hard parts protruding from this external surface which can be contacted by a sphere of 100 mm diameter, shall be not less than 2.5 mm.</p> <p>3. Headlamp visors and rims shall not project more than 30 mm beyond the lens surface.</p> <p>4. The ends of bumpers shall be turned inwards or recessed or integrated within the bodywork.</p> <p>5. Handles, hinges, push buttons and fuel tank filler caps shall not project more than 40 mm from the external surface unless they cannot under any circumstance project beyond the extreme outer edge of the</p>	<p>from the horizontal surface on which the vehicle is standing. “floor line” has the same meaning as in Directive 74/483/EEC. “hard parts” means those made of a material of hardness exceeding 60 shore A. “vehicle body plan-form” means the area resulting from a vertical projection of the complete body onto a horizontal surface; and, for the purposes of this definition— “complete body” means all parts of the bodywork and chassis, including any separate wheel-guards, but does not</p>	<p>The second sentence of paragraph 2 shall not apply to—</p> <p>(a) parts which protrude by less than 5.0 mm but by not less than 1.5 mm, if the outward facing angles of such parts are blunted and any parts which protrude by less than 1.5 mm;</p> <p>(b) grilles such as air intakes, having gaps of not more than 40 mm but more than 25 mm, if they have radii of curvature of not less than 1 mm; and those having gaps of not more than 25 mm but more than 10 mm, if they have radii of curvature of not less than 0.5 mm; and those having gaps of not more than 10 mm, if they are blunted;</p>

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		<p>vehicle, in which case they may project by up to 50 mm from the external surface. All handles shall be enclosed in a protective surround or be recessed, unless they cannot in any circumstances project beyond the extreme outer edge of the vehicle.</p> <p>6. The open ends of door handles which rotate parallel to the plane of the door shall be turned back towards the plane of the door. Such open ends shall be directed rearwards unless the handles cannot under any circumstances project beyond the extreme outer edge of the vehicle and at least one of the following requirements is met—</p> <p>(a) the open end of the handle is shielded to the front by a</p>	<p>include running gear, such as wheels, axles, suspension, brakes and steering. “extreme outer edge” has the meaning given by regulation 3(2) of the Road Vehicles Lighting Regulations 1989 modified so as to disregard the projection of handles, hinges, push buttons, fuel tank filler caps and windows.</p>	<p>(c) windscreen, head lamp and rear window wiper blades and supports, provided that they are blunted;</p> <p>(d) wheels, if there are no pointed or sharp features which project beyond the external plane of the wheel rim, no wing nuts are fitted and there are no projections beyond the vehicle body plan form apart from tyres and wheel discs, if the latter have a radius of curvature of not less than 30 mm and do not project by more than 30 mm beyond the vehicle body plan form;</p> <p>(e) sheet metal edges if they are</p>

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		<p>protective surround, or</p> <p>(b) the open end of the handle is recessed into the vehicle bodywork, or</p> <p>(c) the gap measured laterally between the open end of the handle and the vehicle body is no more than 2 mm when the handle is in its normal position with the door latched.</p>		<p>folded back by about 180 degrees;</p> <p>(f) folds in body panels; and</p> <p>(g) lateral air or rain deflectors, if their edges which are capable of being directed outwards have a radius of curvature of not less than 1 mm; and</p> <p>Paragraph 8 shall not apply to windows of motor ambulances or motor caravans which are located-</p> <p>(a) return to the rear of the driver's seat; and</p> <p>(b) in the case of a motor ambulance, in the medical working area; or</p> <p>(c) in the case of a motor caravan, in the living area.</p>
		<p>7. The open ends of handles which pivot outwards in any direction shall face either rearwards or downwards, unless they have</p>		

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		<p>an independent mechanism and cannot project more than 15 mm from the external surface should the return mechanism fail.</p> <p>8. Windows which open outwards from the external surface of the vehicle shall have no forward facing exposed edge and shall not project beyond the extreme outer edge of the vehicle.</p> <p>9. No jacking bracket shall project by more than 10 mm beyond the vertical projection of the floor line lying directly above it.</p> <p>10. No exhaust pipe shall project by more than 10 mm beyond the vertical projection of the floor line lying directly above it, unless it terminates in a rounded edge having a radius of curvature of no less than 2.5 mm.</p>		
19	Speedometers	<p>1. The vehicle shall be fitted with a speedometer capable of indicating speed</p>		<p>This item shall not apply to vehicles having a maximum design</p>

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		<p>in mph at all speeds up to the maximum design speed of the vehicle.</p> <p>2. For all true speeds up to the maximum design speed of the vehicle, the true speed shall not exceed the indicated speed.</p> <p>3. For all true speeds of between 25 mph and 70 mph (or the maximum design speed if lower), the difference between the indicated speed and the true speed shall not exceed—</p> <p style="text-align: center;">$V/10 + 6.25$ mph</p> <p>where</p> <p>V the true speed of the vehicle in mph.</p>		<p>speed of less than 2.5</p>
20	Wiper and washer system	<p>1. The vehicle shall be fitted with one or more wipers which, when switched on, operate automatically to clear the windscreen of water so that the driver has an adequate view of the road ahead, both directly in front of the vehicle and in</p>		<p>This item shall not apply to vehicles not equipped with a windscreen through which the driver must look to obtain an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle,</p>

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		front of both sides of the vehicle, in wet weather.		from all normal seating positions.
		<p>2. The wiper or wipers shall have at least one operating frequency at which it or they shall operate continuously at no less than 45 cycles per minute.</p>		
		<p>3. The wiper blade or blades shall return automatically to a position of rest which shall be outside the driver's normal field of view and shall be capable of being displaced from this position on the windscreen to allow for windscreen cleaning.</p>		
		<p>4. The vehicle shall be fitted with a windscreen washer system capable of cleaning, in conjunction with the wiper or wipers, the area of windscreen swept by the wiper or wipers.</p>		
		<p>5. When this system is actuated with the nozzles plugged, it shall be capable of withstanding the</p>		

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		<p>pressures produced.</p> <p>6. The capacity of the liquid reservoir for this system shall not be less than 1 litre.</p>		
21	Defrosting and demisting system	<p>1. The vehicle shall be equipped with a system for removing frost and ice from the glazed surfaces of the windscreen. This system shall be effective enough to ensure that the driver has an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, in cold weather.</p> <p>2. The vehicle shall be equipped with a system for removing mist from the interior glazed surface of the windscreen. This system shall be effective enough to ensure that the driver has an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, in</p>		This item shall not apply to vehicles not equipped with a windscreen through which the driver must look to obtain an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, from all normal seating positions.

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22	Fuel input	wet and humid weather. The vehicle shall be fitted with a fuel tank so constructed that it cannot readily be filled from a petrol pump delivery nozzle which has an external diameter of not less than 23.6 mm without the aid of a device (such as a funnel) not fitted to the vehicle.		This item shall not apply to vehicles to which paragraph 2(c) or (d) in column 3 of item 4 (exhaust emissions) do not apply.
23	Design weights	1. The maximum gross weight of the vehicle shall be no less than the sum of the kerbside weight, and— (a) in the case of a vehicle other than a motor ambulance or motor caravan, 75 kg for each seat (b) in the case of a motor ambulance or a motor caravan, 85 kg	For the purposes of this item— “seat” means any seat, including the driver’s seat, designed for use while the vehicle is travelling on the road.	

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		<p>for each seat and 10 kg for each metre of the total length of the vehicle.</p> <p>2. For all vehicles—</p> <p>(a) the sum of the maximum permitted axle weights must not be less than the maximum gross weight of the vehicle;</p> <p>(b) when the vehicle is loaded to its maximum gross weight by placing a weight of 68 kg in each seat and by distributing the remaining</p>		

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			weight evenly in the areas designed to accommodate luggage (all in accordance with paragraph 2 of the Appendix to Directive 92/21/EEC as last amended by Directive 95/480X), the axle weight of each axle shall not exceed the maximum permitted axle weight; and	
		(c) when the vehicle is loaded to its maximum gross weight and, at the same		

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24	General vehicle construction	<p>time, its rear axle is loaded to its maximum permitted axle weight, the front axle weight shall not be less than 30% of the maximum gross weight.</p> <p>1. All aspects of the design and construction of the vehicle and its equipment which are not covered by other subject matters in this Schedule, shall be such that no danger is caused or likely to be caused to any person in the vehicle or on a road.</p> <p>2. In particular, under all normal conditions likely to be encountered while the vehicle is being driven on a road, including when the vehicle is loaded to its</p>		

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		maximum gross weight and the axle weight of any one axle equals its maximum permitted axle weight— <ul style="list-style-type: none">(a) it shall be possible to control the vehicle safely, taking account of the vehicle's speed and acceleration capabilities;(b) it shall at all times be possible for the driver, while controlling the vehicle, to have a full view of the road and traffic ahead of the vehicle;(c) the clearance between any of the		

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			<p>following parts of the vehicle, namely the tyres, wheels, other rotating components associated with the transmission of engine power or braking, moveable parts of the steering mechanism and fixed parts shall be sufficient to ensure no risk of fouling and the wheels and wheel-fixings shall be compatible;</p> <p>(d) the vehicle structure (chassis or integral chassis-</p>	

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			body), shall be so designed and constructed as to withstand the forces and vibration to which it is likely to be subject;	
		(e)	all entries and exits provided for the vehicle occupants (other than doors) shall be so designed as to allow easy and safe use;	
		(f)	ail aperture covers (other than doors) including tail gates, boot and bonnet	

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		<p>lids, shall be capable of being securely latched in the fully closed position;</p> <p>(g) the steering, suspension, axles and wheels shall be so designed, constructed and fitted as to withstand the forces and vibration to which they are likely to be subject;</p> <p>(h) the fuel system, including the fuel tank, shall be so designed, constructed and fitted as to withstand the</p>		

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			forces, vibration and corrosive environment to which it is likely to be subject; it shall also be so fitted as to avoid the risk of damage, such as abrasion, due to fouling of other parts and to minimise the risk of fire in the event of any leakage of fuel; the fuel tank shall comply with regulation 39 of the Construction and Use Regulations, except that it need not be made of metal;	

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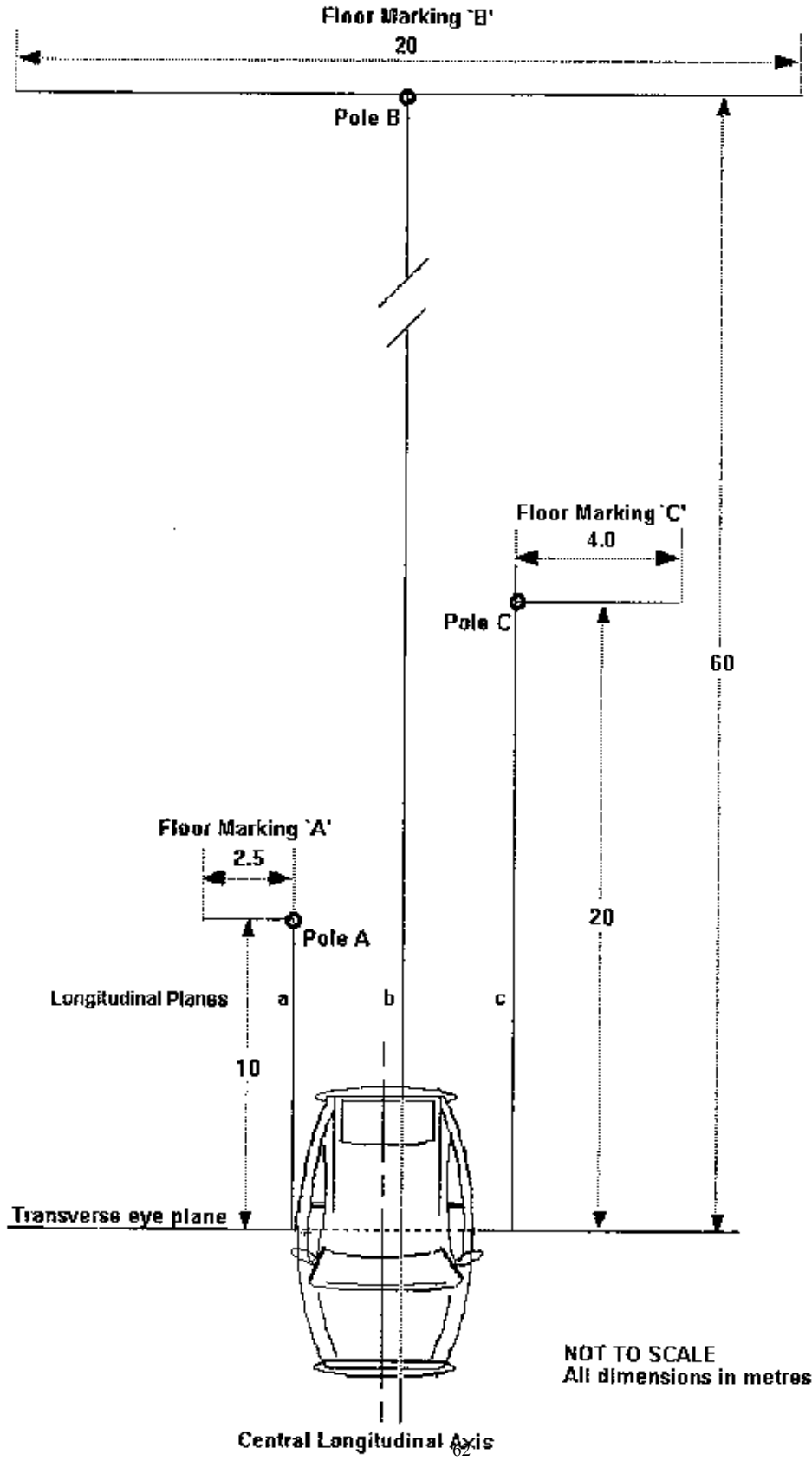
<i>1 Item</i>	<i>2 Subject matter</i>	<i>3 Requirement</i>	<i>4 Definitions and supplementary provisions</i>	<i>5 Exemptions and modifications</i>
		<p>(i) the electrical system, including the battery, electrical components and wires, shall be securely attached to the vehicle. In particular, the maximum distance between attachments of wires, except those contained within hollow components, shall be 300 mm and wires shall be so fitted and protected as to avoid the risk of damage to insulation, such as abrasion. All components</p>		

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			shall be so constructed and fitted as to minimise the risk of corrosion and fire.	

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APPENDIX TO SCHEDULE 2 (Item 7, Rear-view Mirrors)



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